

Draft Amendments

~~DELETIONS~~  
ADDITIONS

**CITATION HEADING**

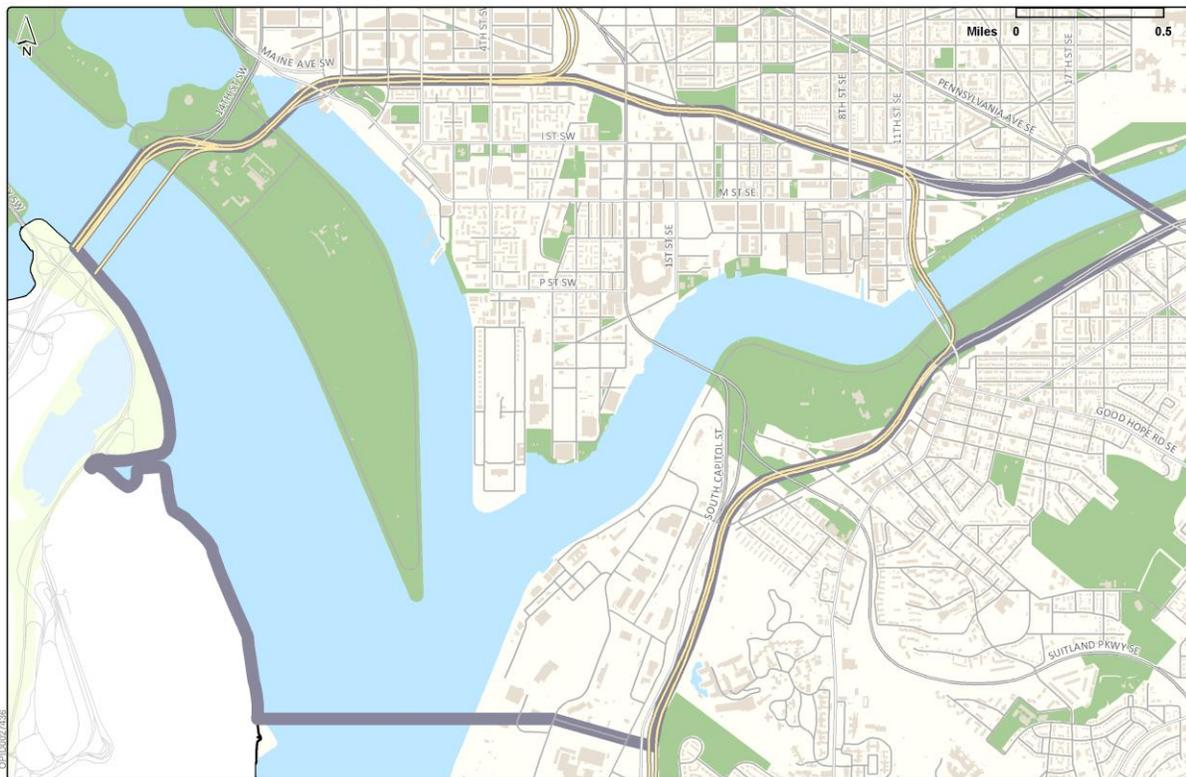
CITATION Narrative Text. Citation

**NEW** New text, policy or action.

CITATION *Policy Element Abbreviation-Section Number, Policy Number: Policy Name*

CITATION *Action Abbreviations-Section Number, Action Letter: Action Name*

Completed Action Text (at end of action and before citation): **Completed-See Implementation Table**



Lower Anacostia Waterfront and Near Southwest

 Office of Planning – September 27, 2016  
Government of the District of Columbia  
This map was created for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.



Draft Amendments

- 1900 Overview 1900
- 1900.1 The Lower Anacostia Waterfront/Near Southwest Planning Area encompasses 3.0 square miles of land located along both sides of the Anacostia River in the southwest and southeast quadrants of the District of Columbia. **The boundaries include the I-395 Freeway to the north, Anacostia Park and portions of South Capitol Street to the east and south and the Washington Channel to the west.** Its boundaries are shown in the Map to the left. This Planning Area includes parts of Wards 6, 7, and 8. ~~In the past, portions of this Planning Area have also been in Ward 2.~~ 1900.1
- 1900.2 The Anacostia waterfront **is home to many** of Washington’s great **neighborhoods, frontier for the 21st century.** Much of its shoreline ~~on the cusp of~~ **has been experiencing a transformation set in motion by the 2003 Anacostia Waterfront Framework Plan, which set a visionary and ambitious plan for the revitalization of the waterfront into a world class destination. The former** ~~being transformed from a~~ landscape of industrial, transportation, and government uses **continues to transform** into one **of** new mixed-use neighborhoods, workplaces, civic spaces, parks, and restored natural areas. Established waterfront neighborhoods stand to benefit greatly. This transformation is delivering improved access to the shoreline, new recreational amenities, new housing and transportation choices, and a cleaner natural environment, along with new **opportunities to enhance the resilience of the Anacostia waterfront.** 1900.2
- NEW **The Lower Anacostia/Near Southwest Planning Area includes a diverse mix of neighborhoods and architecture. New high rise multifamily buildings dominate the Capitol Riverfront and the Wharf. The Southwest neighborhood is known for its mix of low and high density modernist buildings, and other areas closer to Capitol Hill maintain the historic rowhouse blocks amid new construction. There is a mix of high rise, public housing and other subsidized housing throughout the area.**
- 1900.3 **Residents of the Lower Anacostia/Near Southwest Waterfront Planning Area have multiple transit options, including seven Metrorail stations, many bikeshare stations and multiple bus lines.** Land uses along the Anacostia waterfront are diverse. These uses currently include wetlands and large open spaces, the **Nationals Ballpark, Audi Soccer Field, home to the DC United professional soccer team,** marinas, a **retired power plant,** ~~power plants,~~ housing, commercial centers, and ~~industry~~ **Fort McNair.** The Lower Anacostia Waterfront/**Near Southwest** Planning Area includes the residential neighborhoods of Southwest and **Capitol Riverfront/Navy Yard, which includes the former Arthur Capper public housing community that was redeveloped beginning in 2007. The Planning Area’s** Its parks and open spaces include Anacostia Park, Poplar Point, **Yards Park, Canal Park, Diamond Teague Park, The Wharf, East Potomac Park** and Hains Point, as well as historic squares and playgrounds in the residential areas. The area also includes federal military installations such as Fort McNair and the Washington Navy Yard, and local public facilities such as schools and recreation centers. ~~It also includes Southeastern University, a business-oriented university catering to the educational needs of many District residents.~~ 1900.3
- 1900.4 **Significant environmental improvements are coming to the Anacostia River after years of neglect as Washington’s “second river,” lagging behind the Potomac River**

Draft Amendments

in visibility, image, and public investment. The District is building, legislating, and educating for a cleaner Anacostia River that is fishable and swimmable over the coming decades. With the completion of the Clean Rivers tunnel in 2018, DC Water is on target to reduce untreated raw sewage going into the Anacostia River by 98%. Meanwhile, the 2016 Anacostia River Accord is a renewed commitment on the part of the District, Montgomery County, and Prince George’s County, to work collaboratively toward removing trash from the Anacostia River, its tributaries, and watershed. As noted in the Citywide Elements, the Anacostia River itself has suffered from neglect. It has long been Washington’s “second river” lagging far behind the Potomac in visibility, image, public investment, and environmental clean-up. Runoff from the 176-square-mile Anacostia River watershed, most of which is in Maryland, has polluted surface waters and compromised wetlands. This in turn affects water quality in the Lower Potomac River and the Chesapeake Bay. 1900.4

1900.5 ~~Conditions along the river will change dramatically as the Anacostia Framework Plan is implemented.~~ The 2003 Anacostia Waterfront Framework Plans ~~part of the legislation creating the Anacostia Waterfront Corporation,~~ lays out a strategy for improving water quality, restoring habitat, and improving shoreline parks so that the waterfront becomes the centerpiece for new and revitalized communities. A network of trails and paths as part of the Anacostia Riverwalk Trail and ~~reconstructed~~ bridges such as the completed 11th Street Bridge replacement and future new Frederick Douglass Memorial Bridge will help mend the divide that the river has symbolized in Washington. The objective is not only to connect the east and west shorelines, but to connect the city itself through great parks, public places, and new neighborhoods along a restored river. 1900.5

1900.6 A diverse coalition of public and private sector entities ~~The Anacostia Waterfront Corporation (AWC)~~ is leading the revitalization of lands along the river and coordinating environmental and programming initiatives that promote river clean up, public awareness, and waterfront recreation. Restoring the river’s natural environment is a central part of the AWC’s revitalization of the Anacostia waterfront neighborhoods. ~~mission.~~ 1900.6

1900.7 The waterfront area is ~~already~~ experiencing substantial change. Since 2000, over 4 million of square feet of office space have been constructed in the Capitol Riverfront/Navy Yard area and more than 6,000 ~~and hundreds of~~ new residential units have been built, with over 800 set aside as affordable units. Over 6,000 residents now live in the Capitol Riverfront/Navy Yard area, with that number expected to grow to 16,000 by 2020 , making this the fastest growing neighborhood in the District. Former public housing at Arthur Capper-Carrollsborg is being transformed into Capitol Quarter, a mixed income community ~~replaced by new mixed income housing.~~ with planned one-for-one replacement of every public housing unit removed. Redevelopment ~~has been included~~ includes a new community recreation center and affordable senior housing. The continued growth of families with young children in the area has necessitated the reopening and renovation of Van Ness Elementary school on M Street SE. ~~accompanied by vast improvements in housing quality, public safety, and project design.~~ One residential building is currently under construction and two additional residential buildings are planned for the sites

Draft Amendments

adjacent to Canal Park (Canal Park is a three block park bounded by M Street, 2<sup>nd</sup> Street, 2<sup>nd</sup> Place and I Street SE). All three buildings will include either affordable units as well as replacement units for public housing units. ~~Groundbreaking for the~~ ~~The new~~ Washington Nationals' **Ballpark** ~~baseball stadium took place in~~ continues to draw crowds from across the DC region to games, games, concerts and other events. Overall, the ballpark hosts about 2.5 million visitors annually. Audi Field, a professional soccer stadium with a seating capacity of 20,000, opened in July 2018 in Buzzard Point. Sellout games are bringing thousands of people to this area of the waterfront. The opening of Yards Park and Canal Park have added over 8 acres of passive and active recreation space to the neighborhood. ~~early 2006.~~ Phase 1 of the Wharf in Southwest opened in late 2017 with over 1,000 residential units, office space and multiple recreation and cultural amenities, transforming the Southwest waterfront area into a regional draw. Projects on surrounding sites and at Buzzard Point will continue to transform this area into a **new regional waterfront** destination for visitors and residents from all parts of the region, nation, and world. 1900.7

1900.8 Other planned improvements include a 70-acre public park at Poplar Point, and an Interpretive Nature Center at Kingman Island, ~~the Washington Canal Blocks Park in Near Southeast,~~ and mixed-use development ~~in the Southwest Waterfront in Buzzard Point Southeast Federal Center, Carrollsburg, and Poplar Point neighborhoods.~~ Plans for these areas have been prepared in a broader context, taking into consideration “upriver” sites such as Reservation 13 and Parkside. Throughout the Planning Area and in the adjacent areas of Capitol Hill, Upper Northeast, and Far Northeast/ Southeast, neighborhoods will be better connected to the river by extending streets to the waterfront, adding waterfront promenades, and providing new forms of transportation such as water taxis. **The completion of the new 11th Street Bridge** and the rebuilding of the South Capitol Street/Frederick Douglass Bridge ~~/12th Street bridges~~ will change the visual profile of the waterfront and make pedestrian and bicycle crossings safer and easier. **As the area's population and development continues to grow, including within flood zones near and along the waterfront, resilient design is critical to riverine and storm surge flooding and projected sea level rise are critical.** 1900.8

1901 History

1901.1 The Anacostia watershed contains lush habitat and diverse ecosystems, which in pre-colonial times supported the Nacotchtank Native Americans., whose name, when Anglicized, eventually became Anacostia. In the early years of European settlement, the river was known as the “Eastern Branch” of the Potomac. It formed the edge of the federal city and was the terminus of important radial avenues extending out from the U.S. Capitol in the 1791 L'Enfant Plan. 1901.1

1901.2 In 1799, the Washington Navy Yard was established about a mile south of the U.S. Capitol. It became the main port for receiving materials to construct the new city's monumental buildings. Wharves and fisheries were established along the shoreline, and ocean-going vessels enjoyed a navigable channel up to the port of Bladensburg, Maryland. By the mid-1800s, development around the Navy Yard extended across the river via the 11st Street Bridge to Historic Anacostia (then called Uniontown). Working

Draft Amendments

class housing for Navy workers and others employed at the docks and nearby industrial areas was developed. 1901.2

- 1901.3 By the time of the Civil War, tobacco farming, clear-cutting of forests, and industrial activities had silted and polluted the Anacostia. The river shrank from depths of 40 feet to barely eight feet, making it too shallow for navigation by sea-bound vessels. The Navy Yard built its last large ship in 1876. After the War, the large tobacco plantations that had dominated the landscape along the Anacostia River were broken up into smaller farms or abandoned. The blue-collar settlements around the Navy Yard included a large population of freed slaves, beginning a long history of African- American neighborhoods along the river. 1901.3
- 1901.4 With the construction of Washington’s sewer system in the 1880s, water quality in the Anacostia River continued to deteriorate. The tidal wetlands were the source of mosquito-borne malaria outbreaks and were prone to periodic flooding. In 1901, the Senate Parks Commission suggested (through the McMillan Plan) that riverfront open space be constructed as means of improving public health conditions and creating parkland. Between 1902 and 1926, the US Army Corps of Engineers filled in wetlands and mud flats, and constructed seawalls along the riverbanks in order to create Anacostia Park. Tons of dredged river bottom were used to create Kingman and Heritage Islands. However, the McMillan Plan vision of a grand interconnected public park system was never realized. 1901.4
- 1901.5 For most of the 20th century, the Anacostia waterfront continued to be the location for unwanted land uses and neglectful land management practices. Landfilling of the marshes and wetlands continued through the 1930s and 1940s. Most of the tributaries were re-routed into storm drains, further compromising the ecosystem and health of the river. 1901.5
- 1901.6 After World War II, significant population growth in the watershed affected both the river and the waterfront neighborhoods. While direct dumping into the river was curbed, highway building and development in the 176- square mile watershed led to continued pollution from stormwater runoff. Neighborhoods near the Southwest waterfront deteriorated further and finally were declared “obsolete” by planning documents of the early 1950s. Plans to rehabilitate the housing in an incremental manner were passed over in favor of more dramatic plans to clear and rebuild the entire community. These plans ultimately resulted in the largest urban renewal project in the United States. Thousands of mostly poor, African-American families were displaced and connections to the waterfront were further eroded by the new Southeast/Southwest Freeway. 1901.6
- 1901.7 By the 1970s, a grass roots movement to save the Anacostia River was gaining momentum. This movement grew during the 1980s and 1990s, as groups like the Chesapeake Bay Foundation and the Anacostia Watershed Society advocated for the restoration of the city’s “forgotten” river and improvements to its watershed to reduce pollution. Initiatives and mandates to clean the Chesapeake Bay and implement federal water quality programs provided further impetus for action. In March 2000, Mayor Anthony Williams and 20 different agencies controlling land or having jurisdiction over the Anacostia shoreline signed the Anacostia Waterfront Initiative Memorandum of

Draft Amendments

Understanding (MOU). The MOU led to the production and completion of the Anacostia Waterfront Framework Plan in November 2003. The Framework Plan ~~is intended to guide~~ **has guided** the revitalization of the waterfront and its shoreline communities for **well over a decade, with many actions already realized or underway such as improvement to water and environmental quality and the ongoing development of Capitol Riverfront, the Wharf, Buzzard Point, and Hill East.** ~~Decades to come.~~  
1901.7

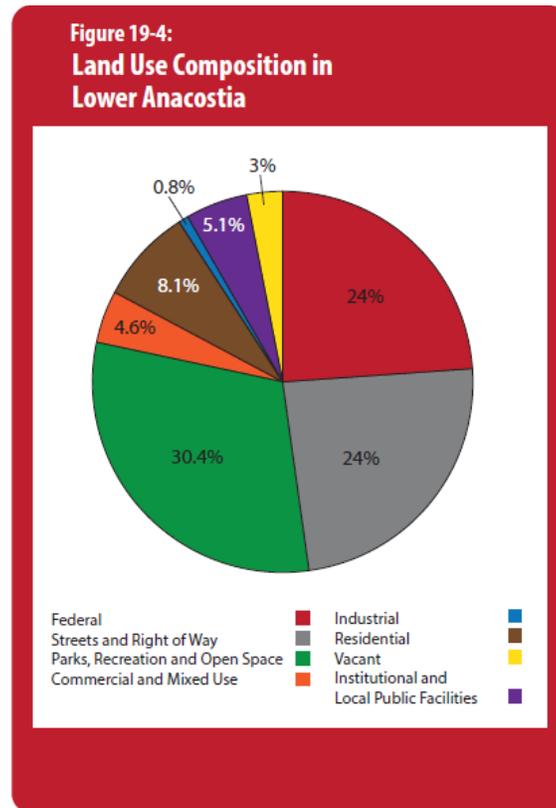
1902 Land Use 1902

1902.1 Land use statistics for the Anacostia Waterfront Planning Area appear in Figure 19.1. The area includes 1,884 acres of land and 1,295 acres of water. The Planning Area represents about five percent of the District of Columbia's land area. **Statistics on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, DC- and Federal land ownership, parks, roads, water bodies, etc. They are not comparable to the statistics originally included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modeling approaches used a decade apart and not to actual changes in land use.** 1902.1

1902.2 About ~~75~~ **25** percent of the Planning Area is in ~~public~~ **Federal** ownership. ~~Almost 30~~ **A little over 30** percent of the Planning Area consists of parks and open space. Much of this land is adjacent to the waterfront and is under the jurisdiction of the National Park Service. ~~Street rights of way are the second largest land use, representing about 25 percent of the total area.~~ Non-park federal uses **include** ~~represent 22 percent of the land area, including~~ Fort McNair and the Navy Yard. 1902.2

Draft Amendments

1902.3 **NEW** Figure 19.1: Land Use Composition in Lower Anacostia Waterfront. 1902.3



1902.4 **In 2015, R**esidential uses account for just ~~nine~~ **eight** percent of the land area and are concentrated in Southwest DC **and Capitol Riverfront**. Commercial and **industrial mixed** uses comprise about ~~nine~~ **4.6** percent of the Planning Area. ~~And~~ **The industrial zones, primarily located at Buzzard Point, have begun to transition into higher density mixed-use neighborhood development, fulfilling the vision of the Anacostia Waterfront Framework. It is anticipated that residential land uses will continue to increase as more sites in Capitol Riverfront, Buzzard Point and the Wharf are developed. along the Southwest Waterfront, in the near Southeast, and at Waterside Mall.** 1902.4

1902.5 Public facilities comprise three percent of the area. Institutional uses comprise about ~~one~~ **two** percent of the area. ~~Approximately 51 acres — just under three percent of the Planning Area — consists of vacant, unimproved private land.~~ 1902.5

1903 Demographics 1903

1903.1 Basic demographic data for the Lower Anacostia Waterfront **/Near Southwest Planning Area** is shown in Table 19.1. In ~~2000~~ **2017**, the area had a population of ~~16,000~~ **18,125** ~~or about 2.8~~ **2.6** percent of the city’s total. ~~The number of residents in the area dropped slightly between 1990 and 2000~~ **Between 2000 and 2017 the population increased by about 3,996.** ~~In 2005, the population is estimated to be 14,700, with the recent decline driven by the demolition of the 758-unit Arthur Capper – Carrollsburg public housing~~

Draft Amendments

~~project and a slight decline in household size. Average household size in 2005 is estimated to be 1.78, which is lower than the city average of 2.12. Average household size has been dropping in the Anacostia Waterfront as it has in other neighborhoods across the city. It was 1.97 in 1990. The decline is likely to continue in the future as much of the planned residential development consists of higher density housing with smaller units.~~ 1903.1

1903.2 **As of 2017, just under 52 percent of the Lower Anacostia/Near Southwest Planning Area’s residents were white, which is a significant increase from 24 percent in 2000. In 2017 just under 40 percent of the Planning Area’s residents were black, which is a decrease from 67 percent in 2000. Some of this change in demographics can be attributed to the net gain in developable land and subsequent new construction of residential units attracting residents to the area. Additionally, most of the new residential buildings have primarily consisted of market rate one- bedroom units attracting more young professionals to the area for the first time. Approximately 6 percent of the area’s residents are of Hispanic origin and 10 percent are foreign born.**

**A notable demographic shift is the reduction in the percentage of the population under the age of 18. In 2017 10.4% of the population was under age 18, compared to 18.4 percent in 2000. These trends reflect the increase in the working-age population moving into the area. The area’s percentage of older adults over the age of 65 remained generally constant at about 13 percent between 2000 and 2015.**

**Based on land availability, planning policies, and regional growth and development trends, the Lower Anacostia Waterfront/Near Southwest Planning Area will experience significant growth in population, households and jobs over the coming decades. The population, which was 18,125 in 2017, is expected to grow to 40,200 in 2025, 48,997 in 2035 and 58,789 in 2045. The number of households is expected to increase from 10,083 to 33,915 in 2045. Approximately 68 percent of the area’s residents are African American, which is higher than the citywide average of 60 percent. Only about four percent of the area’s residents are of Hispanic origin, and almost nine percent are foreign born. Relative to the city as a whole, the area has about the same percentage of children (20 percent). The area’s percentage of seniors is 13 percent, compared to 12 percent citywide.** 1903.2

1903.3 Diversity is one of the strengths of the Lower Waterfront community. The Southwest neighborhood, in particular, is one of the most racially and economically diverse areas in the District of Columbia. The neighborhood is a microcosm of the city at large; this is one of the defining characteristics of the community and it is highly valued by residents. 1903.3

1903.4 **NEW** Table 19.1 Lower Anacostia Waterfront/Near Southwest at a Glance

Basic Statistics						
	2000	2010	2017*	2025	2035	2045

Draft Amendments

<b>Population</b>	14,129	14,635	18,125	40,200	48,977	58,789
<b>Households</b>	7,848	8,678	10,083	24,205	28,915	33,915
<b>Household Population</b>	13,807	14,487	17,884	39,924	48,696	58,508
<b>Persons Per Household</b>	1.76	1.67	1.77	1.65	1.68	1.73
<b>Jobs</b>	29,645	43,216	52,979	65,698	79,397	92,314
<b>Density</b> (persons per sq mile)	4,710	4,878	6,042	13,400	16,325	19,596
<b>Land Area</b> (square miles)	3.0	3.0	3.0	3.0	3.0	3.0

DRAFT

Draft Amendments

2000 and 2017 Census Data Profile					
	2000		2017*		Citywide 2017*
	Total	Percentage	Total	Percentage	Percentage
<b>Age</b>					
Under 18	2,602	18.4%	1,888	10.4%	17.6%
18-64	9,503	67.3%	13,774	76.0%	70.6%
18-34	3,315	23.5%	7,403	40.8%	34.6%
35-64	6,188	43.8%	6,370	35.1%	35.9%
65 and over	2,025	14.3%	2,463	13.6%	11.9%
<b>Residents Below Poverty Level</b>	4,380	27.7%	2,997	16.8%	17.4%
<b>Racial Composition</b>					
White	3,853	24.4%	9,372	51.7%	40.7%
Black	10,690	67.6%	7,155	39.5%	47.7%
Native American	39	0.3%	86	0.5%	0.3%
Asian/Pacific Islander	319	2.0%	701	3.9%	3.8%
Other	340	2.2%	152	0.8%	4.6%
Multi-Racial	581	3.7%	659	3.6%	2.9%
<b>Hispanic Origin</b>	637	4.0%	1,082	6.0%	10.7%
<b>Foreign-Born Residents</b>	1,338	8.5%	1,902	10.5%	14.0%
<b>Tenure</b>					
Owner Households	2,409	28.2%	3,438	34.1%	41.7%
Renter Households	6,114	71.8%	6,645	65.9%	58.3%
<b>Housing Occupancy</b>					
Occupied Units	8,523	92.5%	10,083	92.5%	90.2%
Vacant Units	686	7.5%	820	7.5%	9.8%
<b>Housing by Unit Type</b>					
1-unit, detached	143	1.6%	128	1.2%	11.9%
1-unit, attached	2,009	21.8%	2,125	19.5%	25.1%
2-4 units	467	5.1%	442	4.1%	10.3%
5-9 units	784	7.2%	411	3.8%	6.8%
10-19 units	123	4.9	60	0.5%	10.5%
20 or more	5,587	60.7%	7,739	71.0%	35.4%
Mobile/other	219	2.4%	0	0.0%	0.1%

\* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

1904 Housing Characteristics

1904.1 A majority of the housing stock in the Lower Anacostia Waterfront/Near Southwest Planning Area is contained in multi-family buildings. In ~~2000~~ **2017**, about ~~56~~ **71** percent of the housing stock was located in buildings with ~~50~~ **20** or more units, which is more than twice the citywide proportion of ~~23~~ **35.4** percent. **The housing stock is a mix of buildings built in the 1960s and 1970s through Urban Renewal and buildings built**

Draft Amendments

**in the last five years.** About **25 percent** of the area’s housing stock consists of rowhouses and townhomes, which is ~~similar~~ **similar to the citywide level of 26 percent to the citywide average.** However, the proportion of single family detached homes in the Lower Anacostia Waterfront/**Near Southwest** Planning Area is less than two percent, which is substantially less than the citywide average of ~~13~~ **11.9 percent.** 1904.1

1904.2 **There are currently 87 spaces for “live aboard” vessels and houseboats at the Southwest Waterfront Gangplank Marina. Once Phase 2 of the Wharf is completed, that number is expected to increase to 94 spaces.** ~~The Planning Area has more than 220 dwelling units in the “Other” category reported by the US Census, corresponding mainly to houseboats and live-aboards. These represent 2.4 percent of the Area’s housing units.~~ 1904.2

1904.3 In ~~2000~~ **2017** ~~7.5~~ **7.5** percent of the **residential** units in the Lower Anacostia Waterfront/Near Southwest Planning Area were vacant, which is **is the same as the vacancy rate in 2000.** The percentage of vacant units is ~~comparable~~ **slightly lower to the than the** city as a whole. ~~Approximately 48 percent of the area’s residents resided in the same house in 2000 as they did in 1995, which is also comparable to the citywide average.~~ **Between 2000 and 2017, homeownership rates in the area increased from 28.2 percent to 34.1 percent, while the portion of renter-occupied units decreased.** 1904.3

1905 Income and Employment

1905.1 **According to the US Census Bureau, 2015 Data, the median household income in 2015 for the Planning Area was \$72,904, a 117 percent increase from \$35,516 in 2000.** Data from the Department of Employment Services and the Office of Planning indicates there were approximately ~~32,500~~ **49,511** jobs in the Lower Anacostia Waterfront Area in 2015. This represents ~~four~~ **6.2** percent of the ~~city’s~~ **District’s** job base. ~~According to the 2000 Census, about 40 percent of the jobs in the Planning Area were filled by Maryland residents and about 38 percent were filled by Virginia residents. Only about 22 percent were filled by District residents.~~ **Job growth is expected to increase significantly to 65,698 jobs in 2025, 79,397 jobs in 2035 and 92,314 jobs in 2045.** 1905.1

1905.2 ~~Most employed residents in the Anacostia Waterfront commute to jobs elsewhere in the city and region, with about 40 percent commuting to Central Washington, 26 percent commuting elsewhere in the District of Columbia, 27 percent commuting to Maryland and Virginia, and only seven percent working within the Anacostia Waterfront Planning Area. As of the 2000 Census, median household income in the Planning Area was \$33,516, compared to a citywide median of \$45,927. Approximately 27 percent of the residents lived below the federal poverty line, compared to a citywide average of 20 percent.~~ 1905.2

1906 ~~Projections~~ **See Previous Demographic Sections for Projections.**

Draft Amendments

- 1906.1 ~~Based on land availability, planning policies, and regional growth trends, the Anacostia Waterfront area is projected to more than double its population between 2005 and 2025. The Planning Area is expected to grow from 8,100 households in 2005 to 17,500 households in 2025, with a projected increase in population from 14,700 to 33,100. Much of the growth is expected to consist of moderate to high density residential development along the Washington Channel and Near Southeast, and on the east side of the waterfront at Poplar Point. The Waterfront Planning Area represents 17 percent of the household growth expected in the District of Columbia over the next 20 years.~~ 1906.1
- 1906.2 ~~The number of jobs is expected to increase from about 32,500 in 2005 to 57,900 in 2025. Much of the increase is anticipated to occur in the vicinity of M Street SE and along South Capitol Street. Job growth in this Planning Area represents more than one fifth of the citywide 20-year total.~~ 1906.2
- 1907 ~~Planning and Development Priorities—~~ **See Introduction for a description of engagement activities.**
- 1907.1 ~~Planning issues along the Anacostia Waterfront were discussed at many of the Comprehensive Plan workshops held in 2005 and 2006, particularly at meetings conducted on Capitol Hill and in Southwest DC. Priorities for this area were more explicitly stated during the previous three-year process that led to the development of the Anacostia Waterfront Framework plan. Concurrent planning programs for the Southwest Waterfront, Reservation 13, and the Near Southeast in the early 2000s involved hundreds of District residents. Since 2000, several citizens advisory groups, focus groups, and design charrettes have been convened, providing additional opportunities to identify key issues and goals.~~ 1907.1
- 1907.2 ~~The Comprehensive Plan responds to the key messages provided by the community at these meetings. These are summarized below:~~ 1907.2
- ~~a. The river has come to symbolize the widening social and economic divide in the city, separating “east” from “west” and presenting a challenge to the city’s goal of growing more inclusively. It should instead become a unifier and a source of economic opportunity for the neighborhoods on its shores. The waterfront should unite the city physically, economically, and socially. This will require redefining its image and identity, and fundamentally redirecting growth patterns in the city toward emerging waterfront areas.~~
- ~~b. Revitalizing the waterfront must not be done at the expense of the established communities that exist near its shoreline. Existing neighborhoods and important community institutions should be conserved and should be the focus of reinvestment during the coming years. Residents must have a say in the future of the waterfront and should be protected from displacement as change occurs. Within new neighborhoods, diverse housing choices should be provided so that a mix of household types and incomes are accommodated. Affordable housing for working families and for the city’s poorest residents must be part of this equation. Social and economic diversity must be respected.~~

Draft Amendments

~~e. The river provides a unique setting for monuments, memorials, and signature features that can potentially shape and redefine Washington's identity in the 21st Century. This potential should not be squandered. The Potomac River is already a celebrated waterfront, but its character is distinctive in its own way. The Anacostia should be unique, with activities that invigorate urban life. New destinations should celebrate the cultural heritage of the city and the nation. As cultural facilities are developed, the extraordinary and unheralded stories of the neighborhoods along the river should be told.~~

~~d. Many of the great open spaces and parks of the Anacostia Waterfront are hard to find, underutilized, and neglected. These areas should be better connected to one another, and to the neighborhoods they adjoin. A variety of park environments should be created, from lively urban waterfront plazas to serene natural settings. Trails and promenades are needed to provide better access along the shoreline, and to make the waterfront more accessible to surrounding communities. New parks, recreational areas, and cultural facilities should be developed.~~

~~e. Urban development and natural resource conservation should not be mutually exclusive but should go hand in hand. Development on the waterfront—and throughout the watershed—should be environmentally sustainable and designed to minimize negative effects on water quality and ecological resources. In some cases, plans to reduce sewage overflows into the river should be accompanied by restoration of wetlands and buried streams, and conservation of natural habitat. From a regional perspective, additional density along the waterfront is one of the best examples of “smart growth.” It can curb urban sprawl by channeling more housing demand back toward the center city. More density near the waterfront can also be used to leverage the creation of additional waterfront parks and open spaces.~~

~~f. Access between the east and west sides of the river should be improved. “Human” scale crossings should be emphasized, rather than the existing freeway bridges which are almost exclusively oriented toward cars and trucks. The design of transportation infrastructure should be rethought to better serve waterfront neighborhoods, reduce barriers to waterfront access, and create gateways to waterfront parks. Bridges should be regarded as opportunities for great civic architecture. In general, transportation design should strive for a better balance between the needs of cars, and the needs of pedestrians, bicyclists, and transit users. The river itself should be seen as a transit opportunity, with water taxis and ferries providing easy access across the river and to riverfront designations like Georgetown and Alexandria.~~

~~g. Development along the waterfront must be designed to respect the scale and integrity—adjacent neighborhoods. As the city works to create distinct waterfront destinations, it—also restore and rehabilitate historic structures, protect views and sunlight, reinforce—neighborhood commercial centers, and enhance the quality of life for existing residents. While densities in new waterfront communities are likely to be higher than those in adjacent communities, they should not be visually overwhelming. This is particularly true where new development sites abut fine-grained row house neighborhoods that have existed for more than a century. Planning for large-scale development must be responsive to local concerns about traffic, crowd control, displacement, community service impacts, and changing neighborhood character. 1907.2~~

Draft Amendments

- 1908 AW-1.1 Guiding Growth and Neighborhood Conservation
- 1908.1 The following general policies and actions should guide growth and neighborhood conservation decisions in the Lower Anacostia Waterfront and Near Southwest area. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan. 1908.1
- 1908.2 *Policy AW-1.1.1: Conservation of Established Waterfront Neighborhoods*  
Revitalize and preserve established neighborhoods in the Waterfront Planning Area, **while promoting infill development to provide new housing opportunities, including accessory dwelling units, to meet a range of affordability levels and housing needs.** Continued investment in the existing housing stock and in established local commercial areas should be strongly encouraged. 1908.2
- 1908.3 *Policy AW-1.1.2: New Waterfront Neighborhoods*  
Create new mixed- use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should **be continue to be developed** at the Southwest Waterfront, Buzzard Point, Poplar Point, ~~Southeast Federal Center and Navy Yard~~ **Capitol Riverfront.** ~~and Carrollsburg areas.~~ These neighborhoods should be linked to new neighborhoods upriver at Reservation 13; ~~Poplar Point,~~ and Kenilworth-**Parkside via trails, additional water recreation opportunities and improved park access points along the Anacostia shoreline.** A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs. **Opportunities for neighborhood-scale energy utilities as part of the development of these areas should be evaluated, utilizing traditional fuels or wastewater thermal to provide greater environmental benefits for the community. The new waterfront neighborhoods should integrate new parks and amenities, enhance public access to the waterfront, and incorporate resilient design to mitigate flooding.** 1908.3
- NEW** *Policy AW—Lower Anacostia Waterfront Infrastructure for Flood Mitigation*  
**Identify locations of future development that are at-risk of flooding to help prioritize infrastructure improvements to mitigate flooding. Encourage the inclusion of parks, open space, and other improvements around denser development that preserve or enhance the natural function of floodplains.**
- NEW** *Policy AW Lower Anacostia Waterfront Flood Modeling*  
**Prioritize the Lower Anacostia waterfront area for comprehensive flood modeling of projected sea level rise and future flood hazard conditions, because the area’s flooding potential is not accounted for in the current Flood Insurance Rate maps. Local studies should be used that are not currently accounted for in the District’s**

Draft Amendments

**currently effective Flood Insurance Rate Maps, s and used in tandem with Policy AW-R.3 (below) for encouraging climate-adaptive development.**

**NEW**

***Policy AW – Flood Resilient and Climate-Adaptive Development***

**Provide guidelines and promote the planning, design, construction, and management of resilient buildings in flood hazard areas within the Lower Anacostia Waterfront/Near Southwest Planning Area. Design and construct developments to be adaptive to future flood hazard conditions due to storm surge and sea level rise. See Urban Design Element for additional guidance.**

**NEW**

***Policy AW-- Resilient Affordable Housing***

**Incorporate climate resilience measures into the rehabilitation of existing affordable housing and the creation of new affordable housing, including public housing, located in the Lower Anacostia Waterfront/Near Southwest Planning Area to protect these units against current and projected future flood conditions.**

1908.4

*Policy AW-1.1.3: Waterfront Area Commercial Development*

Encourage commercial development in the Waterfront Area in a manner that is consistent with the Future Land Use Map. Such development should bring more retail services and choices to the Anacostia Waterfront as well as space for government and private sector activities, such as offices and hotels. ~~Commercial~~ **A mix of high- density commercial and residential** development should be focused along key corridors, particularly along Maine Avenue and M Street Southeast, along South Capitol Street; and near the Waterfront/~~SEU~~ and Navy Yard ~~metrorail~~ **Metrorail** stations. Maritime activities such as cruise ship operations should be maintained and supported as the waterfront redevelops. 1908.4

1908.5

*Policy AW-1.1.4: Waterfront Development Amenities*

Leverage new development in the Waterfront Planning area to create amenities and benefits that serve existing and new residents. These amenities should include parks, job training and educational opportunities, new community services, and transportation and infrastructure improvements. 1908.5

1908.6

*Policy AW-1.1.5: River Basins as a Planning Guide*

Recognize and be responsive to the distinct settings and environments created by varying conditions along the shoreline. Consistent with the Anacostia Framework Plan, the river should be viewed as a series of “basins,” each defined by their unique physical and visual characteristics. In general, there should be a progression from a more urban environment on the lower basins (Washington Channel and the river gateway) to a more natural environment on the upper basins **such as** Kingman and Heritage Islands, and the Arboretum.~~Arboretum, etc.)~~ 1908.6

1908.7

*Policy AW-1.1.6: Pedestrian Orientation of Waterfront Uses*

Provide a high level of pedestrian and cyclist amenities along the shoreline, including informational and interpretive signs, benches and street furniture, and public art. **Pedestrian and cyclist facilities should be designed to accommodate the greatest number of users with varying abilities. Where possible, trail design should support the safe use of the trail in the evenings. Continue to coordinate with federal agencies**

Draft Amendments

**to ensure the continuity of character and wayfinding, and explore additional opportunities for public access, on federally-owned waterfront properties.** 1908.7

1908.8 *Policy AW-1.1.7: Multi-modal Waterfront Streets*  
Design streets along the waterfront to be truly multi-modal, meeting the needs of pedestrians, bicyclists, and transit users as well as motor vehicles. Safe pedestrian crossings, including overpasses and underpasses, should be provided to improve waterfront access. 1908.8

1908.9 *Policy AW-1.1.8 Barriers to Shoreline Access*  
Minimize the visual and accessibility impacts of railroad and highway infrastructure, surface parking, **access roads** and industrial uses along the Anacostia River Shoreline. In particular, the impacts of freeways on waterfront access should be mitigated by supporting the redesign of these facilities as tunnels or landscaped boulevards. **Explore ways to mitigate the impacts of highway infrastructure on shoreline access for neighborhoods east of the Anacostia River. Continue to increase the number of boat slips, waterside amenities, and water recreation options such as kayaking and paddle boarding along the Anacostia shoreline.** 1908.9

**NEW** *Policy AW 1.1.X Southwest Ecodistrict Plan Implementation*  
**Explore ways to jointly fund the implementation of recommendations of the Southwest Ecodistrict Plan in coordination with the National Capital Planning Commission (NCPC) to improve the aesthetic quality, identity, and pedestrian character of Near Southwest and strengthen connections between the Wharf and the National Mall. Identify and implement design guidelines for new or renovated buildings, streetscape and signage improvements, pedestrian circulation changes, and measures to mitigate the scale of the area’s monolithic buildings. Promote new residential, cultural and/or retail uses if federal properties transfer from federal use, or pursuant to any new arrangements with the NCPC such as 99- year ground leases.**

1908.11 *Policy AW-1.1.10: Upgrading the Bridges*  
Upgrade the bridges across the Anacostia River to better manage transportation flows, ensure their safety for decades to come, facilitate pedestrian and bicycle travel across the river, and provide attractive and distinctive civic landmarks. 1908.11

1908.12 *Action AW-1.1.A: Anacostia Waterfront Framework Plan*  
Implement the recommendations of the Anacostia Waterfront Framework Plan through ~~interagency~~ coordination **among District and federal agencies, community stakeholders, Business Improvement Districts (BIDs), private property owners, and environmental, philanthropic and community organizations.** ~~ongoing activities of the Anacostia Waterfront Corporation, and continued cooperative efforts with the federal government.~~ 1908.12

1908.13 *Action AW-1.1.B: River Crossing Improvements*  
Implement the recommendations of the Middle Anacostia River Transportation Crossings Study that seek to improve local and regional traffic mobility. 1908.13

Draft Amendments

- 1909 AW-1.2 Conserving and Enhancing Community Resources 1909
- 1909.1 *Policy AW-1.2.1: Historic and Cultural Waterfront Assets*  
 Capitalize on the historic and cultural assets located near the Lower Waterfront, such as the Washington Navy Yard and Fort McNair. Public education about these assets should be expanded, the physical **trail** connections **and wayfinding signage** between them should be enhanced, and greater recognition of their value and importance should be achieved. 1909.1
- 1909.2 *Policy AW-1.2.2: Waterfront Cultural and Commemorative Sites*  
 Encourage the siting of new museums, memorials, civic gathering places, and cultural attractions on or near the Anacostia River as a way to catalyze revitalization and meet the demand for additional commemorative works without further crowding the National Mall and monumental core of the city. Such facilities should make the most of their waterfront locations and create an integrated system of gracious, beautiful, and vibrant places. 1909.2
- 1909.3 *Policy AW-1.2.3: Waterfront Sports and Recreation Destinations*  
**Continue to** develop new destinations for sports, recreation, and celebration on or near the Anacostia waterfront, **including as part of future development at Buzzard Point and Poplar Point.** Ensure that these destinations are served by adequate and efficient transportation systems and infrastructure. 1909.3
- 1909.4 *Policy AW-1.2.4: Anacostia River Parks*  
 Create a connected network of waterfront parks from Hains Point to the Sousa Bridge, and continuing through adjacent upriver Planning Areas to the Maryland border. These parks should be easily accessible to surrounding neighborhoods and accommodate the need for more local and regional serving recreational activities in the city. New parks should be an integral part of any new waterfront neighborhood and should showcase the remarkably diverse landscape along the Anacostia River. A variety of active and passive recreational settings should be provided. **Parks should be designed to enhance resilience to flooding and incorporate natural shorelines where feasible.** 1909.4
- 1909.5 *Policy AW-1.2.5: African-American Heritage*  
 Recognize and highlight the role of Lower Anacostia Waterfront neighborhoods in the history of the District's African-American community. **Acknowledge the impact of the African-American community** ~~ole should be~~ through markers, heritage trails, and cultural facilities. 1909.5
- 1910 AW-2 Policy Focus Areas 1910
- 1910.1 The Comprehensive Plan has identified ~~four~~ **six** areas in the Lower Anacostia/~~Near Southwest Waterfront~~ Planning Area as “policy focus areas,” meaning that they require a level of direction and guidance above that in the prior section of this Area Element and in the citywide elements (see Map 19.1 and Table 19.2). These six areas are:
- Southwest Waterfront, home **of the Wharf development and the historic** ~~to the~~ Washington Fish Market ~~and popular waterfront restaurants~~

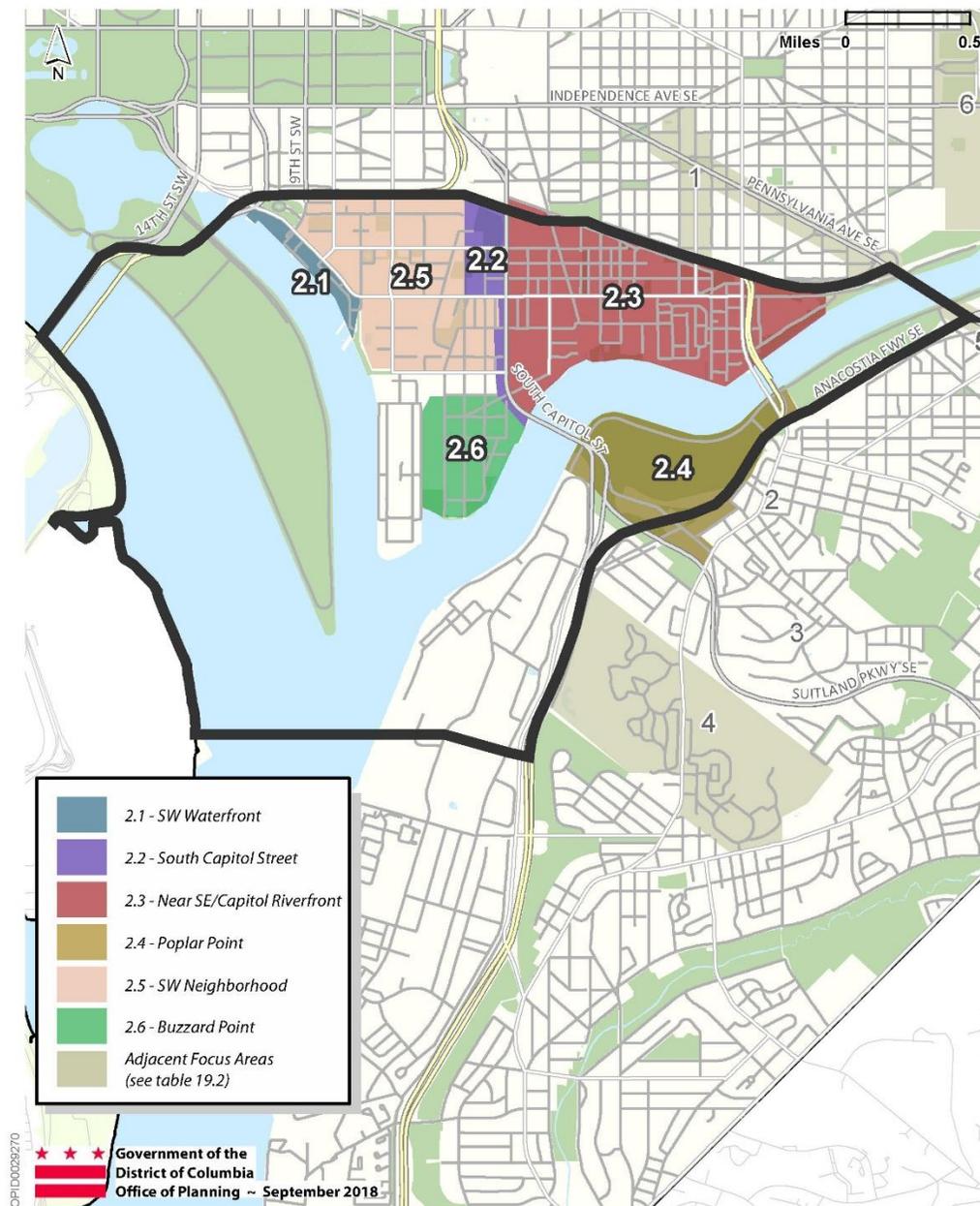
Draft Amendments

- South Capitol Street, **a major axis to the US Capitol and Anacostia River** ~~/Buzzard Point, site of the new Washington Nationals Ballpark and a still active waterfront industrial district~~
- Near Southeast/**Capitol Riverfront, home the Navy Yard, Nationals Ball Park, acres of waterfront parks and thousands of new residential units.** ~~an emerging office and residential development area~~
- Poplar Point, a large and prominent site on the river's eastern edge **currently under federal ownership and adjacent to Anacostia Park.**
- **Southwest Neighborhood, an established and diverse residential community located in between the Wharf and Buzzard Point**
- **Buzzard Point, a traditionally industrial area currently into an emerging mixed-use waterfront neighborhood and the home of the Audi Field soccer stadium.** 1910.1

910.2

**NEW** Map 19.1: Lower Anacostia Waterfront/Near Southwest Policy Focus Areas.

Draft Amendments



1910.3 Table 19.2 Policy Focus Areas Within and Adjacent to Lower Anacostia Waterfront/Near Southwest

Chapter 19\_Pul

Table 19.2:

**Policy Focus Areas Within and Adjacent to Lower Anacostia Waterfront/Near Southwest** 1910.3

Draft Amendments

Within Lower Anacostia Waterfront/Near Southwest	
2.1	Southwest Waterfront
2.2	South Capitol Street/Buzzard Point
2.3	Near Southeast
2.4	Poplar Point
<b>2.5</b>	<b><u>Southwest Neighborhood</u></b>
<b>2.6</b>	<b><u>Buzzard Point</u></b>
Adjacent to Anacostia Waterfront	
1	Pennsylvania Avenue Corridor/Capitol Hill
2	Historic Anacostia
3	Barry Farm/Hillsdale/Stanton
4	St. Elizabeths Hospital

1911 AW-2.1 Southwest Waterfront 1911

1911.1 The Southwest Waterfront is a 45-acre area along the Washington Channel, stretching three quarters of a mile along Maine Avenue from the Tidal Basin to Fort McNair. The area includes the Washington Fish Market, portions of East Potomac Park, a boating/residential community at Gangplank Marina, **and the Wharf, a mixed-use development on the Southwest waterfront.** ~~restaurants and entertainment uses, and parking areas.~~ Nearby uses include the Arena Stage, several churches, ~~Waterside Mall,~~ office buildings, and apartments. Major points of access include 4<sup>th</sup>, 6th, 7th, and 9th Streets SW, M Street SW, and the L’Enfant and Waterfront ~~SEU~~ Metro Stations. 1911.1

1911.2 Although it is relatively accessible and familiar to residents of Southwest, the Southwest Waterfront ~~is in recent years~~ **had not been** ~~not~~ the active, public, civic space it could be. **Historically**, roads and parking lots accounted for over 40 percent of the area, with multiple lanes of traffic between the shoreline and adjacent residential areas. L’Enfant Plaza and the National Mall are just a few blocks away. Until recently, there were no clear means of pedestrian access from these heavily visited areas to the shoreline. With much of the Southwest Waterfront in public ownership, the city ~~has~~ **had** a unique opportunity to create a place that serves both as an extension of the adjacent neighborhood and a new regional destination. 1911.2

Draft Amendments

1911.3 The District completed the Southwest Waterfront Development Plan in 2003, adopting short-term and mid-term actions to transform the area. The Plan **called**s for eliminating Water Street and improving Maine Avenue as a pedestrian-friendly urban street. The elimination of Water Street and replacement of surface parking with structured parking has increased available public space and developable land and **will has** allowed for the creation of new parks, plazas and mixed-use development. Active ground floor uses such as retail stores, restaurants and performance venues are now making this area an active and animated urban waterfront. 1911.3

1911.4 ~~While the Southwest Waterfront Plan provides important guidance, the specific development square footage and housing unit targets should be interpreted as illustrative, as they were developed in 2003 under different market conditions. sketches in Final development plans for the Southwest Waterfront should respond to guidance of the Southwest Waterfront Plan, — envision some 800 new residences, a large hotel, and more than 500,000 square feet of retail, office, cultural, and civic uses. **Construction of The Wharf at the Southwest waterfront began in 2014. The first phase of development delivered in 2017 and includes a mix of housing, office, retail, hotel and concert venues as well as improved public waterfront access, recreational piers, and green space. Following the recommendations from the previous planning effort and extensive community input, The Wharf will include over 3 million square feet of mixed use development at full build-out. The mix of market-rate and affordable residential units and commercial development, with retail, restaurants and entertainment offerings, has created a vibrant new waterfront destination and regional attraction.** —as well as new policies in the Comprehensive Plan that support sustainable and compact development that enhances access to transit. Illustrative sketches in the Southwest Waterfront Plan envision new residences, hotels, retail, office, cultural, and civic uses. New public gathering places will include an urban “Market Square” near the Fish Wharf, and a more passive Civic Park at the south end of the waterfront near M Street SW. Between these spaces will be a series of smaller plazas on the Washington Channel that mark the ends of local streets.~~

The existing fish market will be retained in its present location and refurbished, with its low-scale character maintained. **Additionally, the Wharf includes expanded piers, additional boat slips and several acres of waterfront parks and a promenade.** ~~Development of the park at the south end of the waterfront is contingent on a number of factors, including relocation of the tour boat terminals and surface parking to a new location further north on the Channel. Until this can be accomplished, the existing terminals will be supported in their current location. Even though the Future Land Use Map designates the location of the tour boat terminals and their surface parking as Mixed Use Low Density Commercial and Parks, Recreation, and Open Space, the existing low density commercial use and zoning would not be inconsistent with this map designation.~~ 1911.4

1911.5 **The District has worked with federal and local partners to improve** ~~The illustrative plans also suggest improving~~ pedestrian access to the waterfront via the Banneker Overlook at 10th Street SW. The area also has seen the development of new museums in

Draft Amendments

this vicinity further north, close to L’Enfant Plaza and is benefitting from new water taxi service, transit improvements, and landscaping. 1911.5

1911.6 **Ongoing** plans for the Southwest Waterfront should be implemented in a way that ~~recognizes~~ **continues to recognize the** broader context of the Southwest neighborhood **and its connection to the National Mall.** ~~Southwest is a strong urban community which benefits from the wide social, economic, and ethnic diversity of its residents, as well as a diverse mix of housing types and affordability levels. The neighborhood includes Waterside Mall, initially envisioned as Southwest’s “Town Square” in the 1950s-era urban renewal plans. Today the Mall is an office and retail complex of over one million square feet of floor space, including a supermarket, drug store, and bank. Waterside Mall never evolved into the Town Square it was envisioned to become, and today is planned for redevelopment. Plans for the site call for the re-establishment of 4th Street through the site, and the retention and improvement of retail and office space—along with new uses such as housing and open space.~~ 1911.6

1911.7 *Policy AW-2.1.1: Mixed Use Development*  
 Support the redevelopment of the Southwest Waterfront with medium to high-density housing, commercial and cultural uses, and improved open space and parking. ~~The Future Land Use Map shows high density development and it is expected that the project will capitalize on height opportunities to provide public spaces and, where appropriate, a mix of medium development density in order to transition to the surrounding neighborhoods.~~ The development should be designed to make the most of the waterfront location, preserving views and enhancing access to and along the shoreline. 1911.7

1911.8 *Policy AW-2.1.2: New Public Spaces and Open Space*  
**Continue to** create **additional** public spaces and plazas at the Southwest waterfront **during the second phase of construction,** including **the continuation of the** public promenade at the water’s edge **and a new marina.** Public piers should extend from each of the major terminating streets, providing views and public access to the water. 1911.8

1911.9 *Policy AW-2.1.3: Connecting to the Southwest Waterfront*  
**Continue to** enhance pedestrian connections from the Southwest neighborhood, **Waterfront Metrorail Station** and L’Enfant Plaza area to the ~~Washington Channel Wharf~~ by creating new public spaces and trails, ~~eliminating Water Street, reducing surface parking, linking the Banneker Overlook to Maine Avenue,~~ and providing safer pedestrian crossings across Maine Avenue. 1911.9

1911.10 *Policy AW-2.1.4: Maine Avenue*  
**Continue to** transform Maine Avenue into a landscaped urban street that has direct access to waterfront uses, provides a pedestrian-friendly street environment, and accommodates multiple modes of travel (including bicycles). **Future developments on the north side of Maine Avenue should be designed to support a pedestrian friendly environment.** 1911.10

1911.11 *Policy AW-2.1.5: Washington Channel Maritime Activities*

Draft Amendments

Reorganize the Washington Channel’s maritime activities, including cruise ship berths and marinas, to provide more appropriate relationships to landside uses and provide opportunities for water taxis, ferries, and other forms of water transportation. In implementing this policy, cruise ship operations should be retained and supported, recognizing their economic benefits to the city and their recreational and cultural value for residents and tourists. 1911.11

**MOVED**

~~Policy AW-2.1.6: Waterside Mall~~

~~Continue to support the redevelopment of Waterside Mall with residential, office, and local-serving retail uses. The site should be strengthened as a retail anchor for the surrounding Southwest community. New development on the former Waterside Mall site should leverage the reopened 4th Street SW connection between I and M Streets SW to facilitate greater pedestrian activity and new retail and neighborhood services on the corridor.~~ 1911.12

1911.13 *Action AW-2.1A: Southwest Waterfront Development Plan*  
Implement the 2003 Southwest Waterfront Development Plan. 1911.13

1911.14 *Action AW-2.1.B: Long-Term Improvements*  
Study the feasibility of the long-term improvements identified in the Southwest Waterfront Plan, such as a Hains Point Canal (in East Potomac Park), relocation of cruise lines and their infrastructure, a new Yellow Line Metro station at the waterfront, and construction of a pedestrian/bicycle bridge across the Channel near the Case Bridge. 1911.14

1912 AW-2.2: South Capitol Street ~~Buzzard Point~~ 1912

1912.1 South Capitol Street is one of the District’s four principal axes and marks the division between the southeast and southwest quadrants of the city. It is an important part of the regional highway system, with traffic volumes of approximately ~~100,000~~ **52,000** cars per day. The street provides many residents and visitors with their first view of the U.S. Capitol building and is an important gateway into Central Washington. 1912.1

1912.2 This symbolic role contrasts with the current state of the corridor. Awkwardly shaped properties, some vacant and others barricaded from public access, front the street between the U.S. Capitol and I-395. Elevated railroad tracks and freeway ramps obstruct vistas and the ~~massive~~ Capitol Power Plant is an ~~additional~~ **looming** presence. South of I-395, the street enters into a ~~mix of new residential high-rise buildings, jumble of fast food restaurants, gas stations, poorly maintained~~ **mix of new residential high-rise buildings, jumble of fast food restaurants, gas stations, poorly maintained** commercial uses, ~~vacant businesses, the~~ **Nationals Ballpark**, and parking lots. South of the Frederick Douglass Bridge, these uses give way to an eclectic mix of industrial and utility uses along the shoreline, including a power plant. 1912.2

1912.3 The transportation infrastructure in the area also creates a significant **barrier to connectivity to surrounding areas.** Both South Capitol Street and the Frederick Douglass Bridge are in need of repair. There are no bike lanes along South Capitol Street and sidewalks are minimal and unshaded. High speed traffic and the lack of signalized intersections have been a deterrent **to increasing active and safe bike and pedestrian**

Draft Amendments

~~access investment and create a harsh environment for pedestrians.~~ **These issues will be addressed as part of the South Capitol Street Corridor Project currently underway. This major capital project extending across the Anacostia River will make major streetscape improvements to South Capitol Street and create a new Frederick Douglass Memorial Bridge. This project represents the largest capital project that the District Department of Transportation has ever undertaken.** 1912.3

1912.4 ~~For the last ten years~~ **Since the mid-1990s**, the District has been working with its federal partners to transform South Capitol Street into a grand urban boulevard with a mix of land uses and commemorative works that are more fitting of its role as a gateway to the national capital. Such a vision was first laid out in the 1997 National Capital Planning Commission Legacy Plan, and later refined by the 2003 South Capitol Urban Design Study. A Task Force including federal and District representatives was convened in 2004 to develop design options and an open space framework for the corridor. ~~Concurrently, the District selected a 20-acre site on the east side of South Capitol Street between Potomac Avenue and N Street SE as the site for a new 41,000-seat baseball stadium.~~ 1912.4

1912.5 Over the coming ~~decades~~ **years**, South Capitol Street will ~~be continue to~~ transformed into a waterfront gateway with new mixed-use development, green space, broad sidewalks, and a beautiful new and realigned Frederick Douglass Memorial Bridge. High-density office, housing, and retail uses are envisioned along the corridor between I-395 and the shoreline. The **Nationals Ballpark stadium will has** become the centerpiece of a new entertainment district that includes cultural attractions, retail, restaurants, **rowhouses and** high-density housing in the **Capitol Riverfront/Navy Yard area**. Near the foot of the reconstructed Frederick Douglass bridge, an oval traffic rotary is planned to create a green “commons” for a future national memorial. ~~A new waterfront park will be created at the shoreline, linked to the network of parks planned up and down the river.~~ Further south in Buzzard Point, **the opening of Audi Field, the new stadium for DC’s professional soccer team is leading the transformation of this** formerly industrial land **into a new waterfront neighborhood with multiple mixed use residential and commercial development planned or under construction.** ~~will be encouraged~~ on. **See the Buzzard Point Policy Focus Area for further guidance.** 1912.

1912.6 As the design and construction of the South Capitol Street Corridor Project continues into the coming years, **additional agency coordination will help ensure this major infrastructure investment achieves other District goals for the Lower Anacostia Waterfront area.** ~~etailed area planning for the Baseball Stadium vicinity is already underway. Future~~ Plans will need to focus on the Buzzard Point waterfront, addressing such issues as land use compatibility, ~~the relocation (or retention) of existing uses,~~ transportation and access, urban design, and opportunities for new park and open space amenities. **The Buzzard Point Vision Framework and Design Review Guide, completed by the Office of Planning in 2017, provides urban design-based guidance to shape future public investments and private mixed-use development as part of Buzzard Point’s transformation into a new waterfront community. The Framework supports making South Capitol Street more pedestrian- and bike-friendly to and from Buzzard Point and includes recommendations to inform the design of the new Oval Park being created through the South Capitol Street Corridor project.** Plans

Draft Amendments

for this area should improve connections between Southwest and the waterfront, and should retain and improve the established low-scale residential areas on the west side of South Capitol Street. 1912.6

- 1912.7 *Policy AW-2.2.1: South Capitol Street Urban Boulevard*  
 Transform South Capitol Street into a great urban boulevard and “walking” street, befitting its role as a gateway to the U.S. Capitol and a major Anacostia River crossing. Development along the street should include a mix of federal, District, and private uses. 1912.7
- 1912.8 *Policy AW-2.2.2: Ballpark Entertainment District and Capitol Riverfront*  
 Leverage the ~~construction~~ **success** of the Washington Nationals Ballpark **and Audi Field, the new professional soccer stadium, drawing residents, workers and visitors to the Capitol Riverfront/Navy Yard area** to catalyze **additional** development of the South Capitol Street corridor with retail, high density residential, entertainment, and commercial uses. 1912.8
- 1912.9 *Policy AW-2.2.3: South Capitol Commemorative and Civic Uses*  
 Incorporate ceremonial uses such as memorials, plazas, monuments, museums and other commemorative works, along the South Capitol Street Corridor. The revitalized street provides a significant opportunity to expand civic and cultural facilities beyond the confines of the monumental core. 1912.9
- 1912.10 *Policy AW-2.2.4: South Capitol Street Transit Improvements*  
 Promote ~~transit~~ **multimodal transportation** improvements along the South Capitol Corridor, **including transit options like streetcar or bus rapid transit**, and improved pedestrian connections to **the Navy Yard and Waterfront** Metrorail stations. ~~at Navy Yard and Waterside Mall/SEU.~~ 1912.10
- 1912.11 *Policy AW-2.2.5: South Capitol Open Space*  
 Create additional open space in the South Capitol Street corridor, including an oval traffic rotary and South Capitol “commons” and ~~a~~ **new waterfront parks and plazas** along the Anacostia shoreline. 1912.11
- 1912.12 *Policy AW-2.2.6: South Capitol Neighborhood Buffers*  
 Ensure that the established communities adjacent to the South Capitol Street corridor, including the James Creek, **Syphax** and Greenleaf Gardens housing projects and adjacent residential areas, are buffered from adverse impacts associated with increased ~~density~~ **development capacity** and traffic relating to stadium area development. **Avoid displacing** ~~Conserve~~ these communities as **they are an** important part-of the city fabric, and **provide** ~~as~~ affordable housing resources for the Southwest community. 1912.12
- MOVED *~~Policy AW 2.2.7: Buzzard Point~~*  
~~Support the long-term redevelopment of Buzzard Point with mixed-medium to high-density commercial and residential uses. Recognize the opportunity for innovative design and architecture in this area, and for the creation of a unique urban waterfront~~ 1912.13

Draft Amendments

- 1912.14 *Action AW-2.2.A: Coordination with Federal Agencies*  
Continue to coordinate with the National Capital Planning Commission, the National Park Service, and other federal agencies on implementing ~~and refining~~ **the South Capitol Street Corridor project.** 1912.14
- 1912.15 *Action AW-2.2.B: Ballpark Area Plan*  
Work collaboratively with the Anacostia Waterfront Corporation in completing detailed area plans for the Ballpark entertainment district. **Completed- See Implementation Table.** 1912.15
- 1912.16 *Action AW-2.2.C: Buzzard Point Plan*  
Work collaboratively with ~~the~~ **community stakeholders** ~~Anacostia Waterfront Corporation~~ in developing a detailed area plan for Buzzard Point. The Plan should address the future of industrial and utility uses in Buzzard Point, identify concepts and standards for new development, and address a range of related urban design, transportation, infrastructure, environmental, and community service issues. The feasibility of access along the Fort McNair waterfront also should be addressed. **Completed-See Implementation Table.** 1912.16
- 1912.17 *Action AW-2.2.D: South Capitol Gateway*  
Create a civic or commemorative feature of national significance at the north end of the Frederick Douglass Bridge to celebrate this location as a riverfront and city gateway. 1912.17
- 1912.18 *Action AW-2.2.E: South Capitol Transportation Improvements*  
Continue efforts to improve traffic flows and accommodate additional travel modes along South Capitol Street, including completion of the South Capitol Environmental Impact Statement and the reconstruction of the Frederick Douglass Memorial Bridge and related access points. 1912.18
- 1913 **AW-2.3 Near Southeast/Capitol Riverfront** 1913
- 1913.1 The Near Southeast includes the triangular area between the **I-695 and the Southeast Boulevard** ~~Southeast/Southwest Freeway~~, South Capitol Street, and the Anacostia River. This 350-acre area has played an important role in the history of Washington, D.C.—its initial settlement even predates the creation of the District of Columbia. In the 19th century, this was a community where residential streets came down to the river’s edge, a place teeming with life and maritime activity. Near Southeast suffered substantial disinvestment during the second half of the 20th century, however, along with social and economic decline. ~~The 2000 Census reported that the area had one of the highest poverty and unemployment rates in the city. Much of the land near the shoreline still sits vacant today and is fenced off from public access.~~ 1913.1
- 1913.2 Over the last ~~ten~~ **fifteen** years, District and federal initiatives ~~have begun~~ **have to transformed** the Near Southeast into a dynamic waterfront neighborhood and workplace. These initiatives have included the relocation of 5,000 federal employees back to the

Draft Amendments

Washington Navy Yard, the redevelopment of the Arthur Capper Carrollsburg public housing project through the federal HOPE VI program, construction of a new headquarters for the US Department of Transportation, and the reconfiguration of the 55-acre Southeast Federal Center to allow new housing, offices, and waterfront parkland. Significant private and public investment has followed, including the construction of new office buildings, hotels, **and housing as well as the Nationals Ballpark. Signature new parks such as Yards Park, an award-winning 4-acre waterfront park, are drawing thousands of visitors weekly.** ~~and most recently, groundbreaking for the new Washington Nationals ballpark (see discussion under Section AW-2.2).~~ 1913.2

1913.3 Revitalization of the Near Southeast/**Capitol Riverfront** has been one of the cornerstones of the Anacostia Waterfront Initiative (AWI). A 2003 AWI Urban Design Plan for the area provides a framework for its redevelopment. ~~The Plan seeks to harness the development momentum in the Near Southeast and provide the direction necessary to help the neighborhood reach its full potential.~~ **While many of the recommendations from the 2003 AWI Plan have been completed, future development should continue to create** ~~It also addresses the infrastructure, transportation, open space, and streetscape improvements necessary to support redevelopment. The Near Southeast Plan establishes strategies to reconnect the area to the river, create~~ mixed income housing opportunities, provide pedestrian-friendly streets, **enhance neighborhood resilience to flooding and other climate threats,** and establish great public spaces both on the waterfront and in the adjacent neighborhood. One of ~~its~~ **AWI's** most important principles is to preserve existing low- income housing in the area, while adding thousands of units of new market rate and affordable housing. 1913.3

1913.4 The Near Southeast Urban Design Plan, **as part of the Anacostia Waterfront Initiative** envisioned ~~s~~ M Street SE as a great urban boulevard with high-density offices and apartments activated by ground floor retail space, restaurants, and civic uses. It calls for the extension of New Jersey Avenue and other streets in the city grid to the waterfront, terminating at a new shoreline park and waterfront promenade, **which has been completed as Yards Park.** The Plan calls for the preservation of important historic resources **and the respectful integration of future developments with those of historic resources. These include the majority of the Navy Yard, which is now designated as historic and** ~~such as the “Blue Castle” trolley barn and Latrobe Gate at the Navy Yard, as well as~~ the historic street grid and network of park reservations laid out by Pierre L’Enfant. ~~Strategies to link the area with adjacent neighborhoods like Southwest and Capitol Hill also are provided.~~ 1913.4

1913.5 Several subareas ~~are~~ **were** identified by the Near Southeast Urban Design Plan, with land use and urban design goals set forth for each. These areas are South Capitol Gateway, Canal Blocks, Capper Carrollsburg, the Marine Barracks area, the 8th Street SE historic area, East M Street, the Navy Yard, the Southeast Federal Center, and the WASA pump station area. Strategies to better connect and integrate these areas are provided. The Near Southeast Plan ~~lays~~ **laid** out a street and block plan for the entire area, as well as a trail system and open space framework. Guidelines for specific sites such as Florida Rock (near the foot of South Capitol) and Maritime Plaza (the former Washington Gas site) ~~are~~ **were** provided to ensure that planned development fits into the framework for the overall area. 1913.5

Draft Amendments

- 1913.6 The Near Southeast Urban Design Plan envisioned a net increase of 4,200 housing units, 13.6 million square feet of office space, and 705,000 square feet of retail area within the area’s boundaries. The Plan also identified more than 40 acres of new parks and open space. **Since the launch of the Anacostia Waterfront Initiative and completion of the Near Southeast Urban Design Plan, the Capitol Riverfront area largely fulfilled the vision of these plans. As of 2017, Capitol Riverfront is now home to over 6,000 new residential units, 6.2 million square feet of office space and 34,000 daytime employees. Over 10 acres of parks and 400,000 square feet of retail have also been developed. Additional residential buildings, retail and other amenities are currently planned or under construction.** Collaborative planning between the District, the federal government, and the private sector has been ongoing since the Near Southeast Plan was completed and will continue during the years ahead. 1913.6
- 1913.7 *Policy AW-2.3.1: Restoring the Urban Pattern of the Near Southeast/Capitol Riverfront*  
Facilitate redevelopment of the Near Southeast by breaking down large contiguously owned government properties into individual development parcels in scale with the traditional urban street grid. Encourage high- density mixed use development and open space on newly configured parcels, with new buildings designed and oriented to make the most of their waterfront or near-waterfront settings. 1913.7
- 1913.8 *Policy AW-2.3.2: Near Southeast/Capitol Riverfront Shoreline Access*  
Improve shoreline access and movement to and through the Near Southeast by eliminating real and perceived barriers, improving public space and street corridors, reducing the amount of land occupied by surface parking and industrial uses, and encouraging new land uses that maximize public activity near the waterfront. **Ensure resilient shoreline design that is adaptive to flooding from storm surge and sea level rise and implement natural shorelines where possible.** 1913.8
- 1913.9 *Policy AW-2.3.3: Near Southeast/Capitol Riverfront Housing Opportunities*  
Significantly increase residential land uses in the Near Southeast, particularly in the Southeast Federal Center, Capper Carrollsburg, Canal Blocks, and South Capitol Gateway areas. Consistent with the existing zoning for these areas, mixed use development that includes housing as well as commercial uses should be strongly encouraged. The mix of housing should accommodate residents of all incomes and household types. 1913.9
- 1913.10 *Policy AW-2.3.4: M Street Southeast*  
Transform M Street into an attractive pedestrian-oriented thoroughfare, lined with retail shops and services, with upper story office, hotels, and residential uses. The street itself should be designed as a multi-modal boulevard, accommodating pedestrians, bicycles, and transit vehicles as well as cars. It should strengthen connections between the Near Southeast, Southwest, and Capitol Hill. 1913.10
- 1913.11 *Policy AW-2.3.5: Restoration of the L’Enfant Plan in Near Southeast/Capitol Riverfront*  
Restore key elements of the original L’Enfant street plan within Near Southeast, including the city street grid, the extension of New Jersey Avenue and 3rd and 4th Streets SE to the waterfront, and the possible replacement of the Southeast/Southwest Freeway

Draft Amendments

with an at-grade boulevard (Virginia Avenue). **Amend the L’Enfant Plan designation as needed to prevent further intrusion into the New Jersey Avenue vista of the Capitol Dome or other intended street views.** 1913.11

1913.12 *Policy AW-2.3.6: Near Southeast/ **Capitol Riverfront** Urban Amenities*  
Leverage new **and existing** developments in the Near Southeast/**Capitol Riverfront area** to create amenities such as parks, trails, child care facilities, civic uses, and retail space that serve the area’s residents and workforce. **Encourage the redesign of Virginia Avenue Park into a more inviting park and green space that supports a wide range of users of all ages and abilities.** 1913.12

1913.13 *Policy AW-2.3.7: Near Southeast/ **Capitol Riverfront** Historic Identity*  
**Celebrate the Near Southeast’s history and** ~~Create an identity in the Near Southeast that celebrates the area’s history and~~ integrates important historic and cultural resources. These resources include the Navy Yard, local educational, religious, and cultural institutions, and historic landmarks, including industrial and utility buildings like the DC Pumping Station. 1913.13

**NEW** *Policy AW 2.3.X: Revitalization of Lower 8th Street SE*  
**Support new development and active ground floor uses in the area around 8th Street SE, south of Virginia Avenue to create greater retail and residential opportunities that reinvigorate the area. Increased development will improve linkages with areas north and west, benefit workers at the Navy Yard and existing businesses along Barracks Row, and support the redesign of Virginia Avenue Park. The planned unit development process should be used to allow for additional building heights on portions of the Lower Eighth Street SE corridor while not encroaching on the existing view shed of the historic Latrobe Gate of the Navy Yard. Prioritize supporting ways to allow existing businesses to remain at potential ground floor uses in new developments.**

**NEW** *Policy AW-2.3-X: Development of Boathouse Row*  
**Study ways to enhancement of Boathouse Row, a historic African-American boating area located between the 11th Street Bridge and the CSX Freight rail bridge per the Guiding Principles outlined in the 2009 Boathouse Row Planning Study. Increase access to water recreation, and use resilient design features to mitigate flooding and sea level rise. This area has the potential to be further developed as a recreational area with facilities and amenities to support wider community use. Support direct pedestrian and bike connections between nearby neighborhoods and the waterfront as included in the Southeast Boulevard project plans.**

1913.14 *Action AW-2.3.A: Near Southeast Urban Design Plan Implementation*  
Implement the recommendations of the Near Southeast Urban Design Framework Plan, including zoning, financing, phasing, and infrastructure improvements. **Completed- See Implementation Table.** 1913.14

1913.15 *Action AW-2.3.B: Canal Blocks and Waterfront Park*

Draft Amendments

Create the Canal Blocks Park on the three blocks between M Street and I Street that once contained the historic Washington Canal. Create a waterfront park of at least five acres along the shoreline at the Southeast Federal Center. These two parks should be designed as attractions and amenities for Near Southeast residents, employees, and visitors. They should be linked to each other and to Garfield Park and the Virginia Avenue playground by trails and greenways, and connected to other waterfront open spaces by the proposed Anacostia Riverwalk and Trail system. **Completed- See Implementation Element.** 1913.15

1913.16 *Action AW-2.3.C: Zoning Incentives*  
 Continue ~~to develop and apply zoning incentives~~ **incentivize to promote** residential uses within ~~the~~ near Southeast areas, such as the Capitol Gateway, **the former Southeast Federal Center, and Downtown zones within the Lower Anacostia/Near Southeast planning area; expand and intensify zoning incentives that promote affordable housing in these areas.** ~~Overlay District. Zoning changes should not diminish established provisions for transfer of development rights into the Capitol South area.~~ 1913.16

1913.17 *Action AW-2.3.D: Cushing Place*  
 Consider Cushing Place to be an “alley” rather than a “street” for the purpose of regulating future driveway locations, thereby ensuring that future development may be designed to minimize disruption of the street environment with curb cuts, and to maximize access to sunlight. 1913.17. **Completed-See Implementation Table.**

**NEW** *Action AW 2.3-E Boathouse Row Recreational Uses*  
**Ensure that zoning and land use guidance are put into place to facilitate the use of Boathouse Row as a recreational and community resource. Recreational improvements also should include equipment or design features that are appropriate for persons of all ages and physical abilities.**

1914 AW-2.4 Poplar Point 1914

1914.1 Poplar Point encompasses the area on the east side of the Anacostia River bounded by South Capitol Street, I-295, and the 11th Street Bridge. The area contains U.S. Park Police and National Park Service facilities, the former Architect of the Capitol nurseries, a 700-space Metrorail parking garage, private land along Howard Road, a WASA pump station, and more than 60 acres of managed meadows. The point was created through the filling of tidal mudflats in the 1910s, and has been used for tree nurseries and federal and District maintenance activities for almost a century. Construction of freeways in the 1950s and 1960s left Poplar Point disconnected from the neighborhoods around it. 1914.1

1914.2 Poplar Point remains isolated today and is underutilized as a great waterfront open space. It is completely unknown to visitors and even most residents of the District of Columbia. Nearly half the site is fenced off from public access and much of the remainder is covered by freeway ramps and bridge approaches. ~~nd a National African American Museum and Cultural Complex.~~ 1914.2

Draft Amendments

- 1914.3 In 2003, the Anacostia Waterfront Initiative called for the site’s improvement as a green gateway to the Anacostia River Park network. Today, Poplar Point **has the potential to be is envisioned as** the future crown jewel in a necklace of great parks extending from Kenilworth Aquatic Gardens on the north to the mouth of the Anacostia River on the south. Key features of ~~this~~ **the vision for this** park will include restored wetlands, a daylighted Stickfoot Creek, and new cultural and entertainment facilities. Poplar Point has also been identified by the National Capital Planning Commission as a potential site for new monuments, commemorative works and museums. ~~It has also been discussed as a possible site for a 27,000 seat soccer stadium.~~ 1914.3
- 1914.4 The Poplar Point Target Area Plan recommended ~~rebuilding~~ **creating a new roadway and circulation pattern, developing a mixed-use neighborhood and a 70-acre waterfront park.** ~~Anacostia Drive along a crescent shaped alignment that divides the 120-acre area into roughly two halves. The park will be developed to the north of the crescent and a new mixed-use neighborhood will be developed to the south.~~ Medium to high-density housing should be provided within this neighborhood, with new development used to leverage the recreational and environmental improvements that will make this a great future public place for all Washingtonians. **In the years since the AWI Plan, there has been increased understanding of the site’s flood risk. Anticipated sea level rise and floodplain effects will inform development alternatives and the ultimate design of Poplar Point.** 1914.4
- 1914.5 The new Poplar Point park and neighborhood will be well connected to the nearby Anacostia Metrorail station, **multiple Metrobus lines** and to new modes of transit including water taxis, shuttles, and **the DC** Circulators. Connections to the historic neighborhoods east of I-295 will be strengthened by upgrading Howard Road, W Street SE, and Good Hope Road and improving pedestrian and bicycle access along these gateways. Redevelopment of Poplar Point is intended to coincide with and bolster parallel initiatives to revitalize Historic Anacostia, redevelop St. Elizabeth’s Hospital, and rebuild Barry Farm. 1914.5
- 1914.6 Notable skyline features such as the Washington Monument and U.S. Capitol are visible from much of Poplar Point. The site also affords views of the tree-lined ridge above Historic Anacostia. Future structures on the site should preserve these important views, and make the most of the Point’s spectacular physical setting. Development should ~~maintain~~ **include a mix of uses and densities that is compatible with and complementary to** ~~a scale that is compatible with and contributes to the fabric of~~ adjacent neighborhoods, breaking development into identifiable, distinctive parts rather than creating “superblocks.” 1914.6
- 1914.7 *Policy AW-2.4.1: Poplar Point Park*  
Create a great urban park at Poplar Point that serves neighborhoods across the city, and that includes a variety of active and passive recreation areas. The park should be designed to serve a variety of users, including children, youth, families, and seniors. 1914.7
- 1914.8 *Policy AW-2.4.2: Environmental Restoration at Poplar Point*

Draft Amendments

Restore ~~the~~ **portions of the** natural environment at Poplar Point, especially the wetlands and Stickfoot Creek. The creek should be daylighted and restored as a natural habitat area. 1914.8

- 1914.9 *Policy AW-2.4.3: Poplar Point Mixed Use Neighborhood*  
 Create a new transit-oriented mixed-use neighborhood oriented around the Poplar Point Park, and linked to the Anacostia and Congress Heights Metrorail stations. The neighborhood should include a significant component of affordable housing ~~and should also include~~ **as well as** retail and civic uses that benefit the adjacent communities east of I-295. ~~Within the overall mix of uses, allow segments of the future development to be devoted entirely to office use to encourage location of Federal office space and other office space supportive of Federal government agencies to occupy new buildings at Poplar Point. This should be particularly targeted to office space related to the Department of Homeland Security consolidation at the St. Elizabeths site.~~ To minimize the loss of useable open space, development should utilize the land recovered after the realignment and reconstruction of the Frederick Douglass Bridge. 1914.9
- 1914.10 *Policy AW-2.4.4: Poplar Point Cultural Facilities*  
 Support the development of regional cultural facilities at Poplar Point, such as museums, memorial sites, gardens, nature centers, amphitheaters, and public gathering places. 1914.10
- 1914.11 *Policy AW-2.4.5: Scale of Development at Poplar Point*  
 Provide a scale and pattern of development in Poplar Point that is recognizes the area’s proximity to a Metrorail station and other major surface arterials and that the area is physically separated from surrounding neighborhoods and, therefore, may accommodate buildings and site plans unlike but compatible with the fine-grained pattern found in nearby Historic Anacostia. Development should be pedestrian-oriented and should include active ground floor uses. The massing, height, and bulk of buildings and related features such as parking also should respect adjacent park uses and environmentally sensitive areas. 1914.11
- 1914.12 *Policy AW-2.4.6: Poplar Point Vista and View Preservation*  
 Ensure that the design of Poplar Point capitalizes on significant views to the river and U.S. Capitol. The New Jersey Avenue axis is particularly important, as it provides a clear line of sight to the Capitol dome from Poplar Point’s prominent river bend. 1914.12
- 1914.13 *Policy AW-2.4.7: Poplar Point as an Economic Catalyst*  
 Use development at Poplar Point to bring economic development opportunities to adjacent neighborhoods, particularly Barry Farm and Historic Anacostia. Activities at Poplar Point should foster the success of existing businesses in Historic Anacostia, provide job opportunities, and create cultural, educational, and institutional uses that benefit East of the River communities. 1914.13
- 1914.14 *Policy AW-2.4.8: Access Improvements to Poplar Point*  
 Improve access to Poplar Point by redesigning the road system on the site’s perimeter, rebuilding the Frederick Douglass (South Capitol) bridge, converting the Anacostia Metrorail station to a multi-modal terminal, adding provisions for pedestrians and

Draft Amendments

bicycles along Howard Road, W Street SE, and Good Hope Road, and providing water taxi service on the Anacostia River. 1914.14

1914.15 *Action AW-2.4.A: Poplar Point Planning*  
Complete a future analysis for Poplar Point to define the site design, circulation, infrastructure, land use program, park and urban design to guide future development and to facilitate the land transfer from the federal government to the District. ~~Development and proposed projects shall be guided by the Poplar Point Small Area Plan, and by large tract review and planned unit development processes. (b) However, as set forth in the Sense of the Council in Support of the Howard Road Private Development Zone Emergency Resolution of 2010, effective May 4, 2010 (Res. 18-472; 57 DCR 4140), because of the importance of benefits from development in the Howard Road Private Development Zone (HRPDZ) to the community and the city as a whole, high density commercial and residential mixed-use shall be considered as a matter of right only on a provisional basis should a large federal tenant select the HRPDZ site. Projects anchored by large federal tenants that are required to be submitted under large tract review or as planned unit developments can be reviewed and go forward on an expedited basis, notwithstanding whether or not a small area plan has been completed. This subsection shall expire upon Council approval of a Poplar Point Small Area Plan submitted by the Mayor.~~ 1914.15

1914.16 *Action AW-2.4.B: Poplar Point Long-Range Transportation Improvements*  
 As recommended by the 2003 Target Area Plan, assess the feasibility of long-term modifications to the regional highway system on the perimeter of Poplar Point. These include depressing I-295 to facilitate crossings from Historic Anacostia to the waterfront, improving the connection between Suitland Parkway and South Capitol Street, and building a tunnel between I-295 and I-395. 1914.16 Completed-See Implementation Table.

NEW AW-2.5 Southwest Neighborhood

NEW For nearly 50 years, the Southwest neighborhood has been a quiet, tucked away stable neighborhood of almost 12,000 residents. The product of Urban Renewal interventions of the 1950s and 1960s, the predominantly residential enclave is unlike any other in Washington, DC. Modernist architecture, large swaths of green open space and a variety of residential development is a source of pride for many Southwest residents. Since major changes have taken shape in Southwest, such as the removal of Waterside Mall to allow for the reopening of 4th Street SW between I and M Streets and the addition of new offices, retail and residential developments to form a “town center.” As the surrounding waterfront areas around Southwest continue to grow, the established core of the Southwest neighborhood continues to experience mounting development pressure.

NEW Population projections for Southwest indicate that the population will increase by almost 3,000 residents bringing the total closer to 15,000 residents in Southwest by 2023. Southwest residents have indicated a desire to maintain the area’s historic integrity of inclusion for all kinds of families and household incomes. The

## Draft Amendments

neighborhood contains an abundance of District and federally owned parcels, many of which are currently underutilized or underdeveloped with low scale buildings and surface parking lots clustered on M Street near South Capitol Street. As technology changes and service needs grow and evolve, the District is interested in optimizing its properties as well as finding opportunities to utilize these assets to best serve residents and contribute to the community through improved design and function. Additionally, the District of Columbia Housing Authority (DCHA) intends to redevelop the Greenleaf public housing complex, located on four large parcels straddling both sides of M Street, SW near the Waterfront Metro Station, into a mixed income housing development.

NEW

All of these changes and existing opportunity areas served as a catalyst for studying and analyzing the Southwest neighborhood through a Small Area Plan, which was initiated in 2013 and approved by the DC Council in 2015. The Southwest Neighborhood Plan supplements the Comprehensive Plan by providing more detailed planning and land use guidance at the block level. The Plan focused on a study area that extended from South Capitol Street to the east, Maine Avenue SW to the west; P Street SW to the south, and the I-395 Freeway to the north. The Southwest Neighborhood Plan is a community-based strategy developed for the purpose of creating an urban design, land use and neighborhood preservation framework to enhance parks, pedestrian and street connections, integrate community amenities, enhance transportation choices and guide the future growth of the Southwest neighborhood. In addition, the Plan provides land use guidance for the Future Land Use Map. The Plan aims to provide Southwest residents and property owners with assurances of what future development may look like, including recommendations to preserve and enhance existing assets and ensure that Southwest retains social, economic and racial diversity. The following policies have been developed to reinforce the outcomes of the Southwest Neighborhood Plan.

## 1911.13

*Policy AW-2.5.1: ~~Waterside Mall~~ 4<sup>th</sup> Street, SW as a Thriving Town Center*  
Develop 4th Street as a thriving town center and commercial heart of the community with a range of neighborhood-serving retail options, an active street atmosphere, high quality public realm, new development and accessible transit options. Support the redevelopment of the remaining parcels of land at Waterfront Metro Station (formally the Waterside Mall site) with residential, office, and local-serving retail uses. Fourth Street should serve as a retail anchor for the surrounding Southwest community and to improve aesthetics, circulation, and connectivity.

~~Support the Waterside Mall site Waterside Mall with residential, office, and local serving retail uses. The sites should be strengthened as a retail anchor for the surrounding Southwest community. New development on the former Waterside Mall site should leverage the reopened 4th Street SW connection between I and M Streets SW to facilitate greater pedestrian activity and new retail and neighborhood services on the corridor.~~

NEW

*Policy AW -2.5.2: Southwest Neighborhood Plan*  
Implement the policies and recommendations of the Southwest Neighborhood Plan. Utilize the Plan as a framework for guiding public investment and evaluating new development per plan recommendations and design guidelines.

Draft Amendments

- NEW** ***Policy AW-2.5.3: Greenleaf Public Housing Redevelopment***  
**Promote the redevelopment of the Greenleaf public housing complex, comprised of four sites on both the north and south sides of M Street SW between 3rd and Delaware Streets, to benefit existing Greenleaf residents and realize a well-designed mixed-income community. Explore the potential for District-controlled properties in the vicinity to support a “build-first” strategy to keep Greenleaf residents within the Southwest neighborhood. Support one for one replacement of all existing public housing units on site.**
- NEW** ***Policy AW 2.5.4: An Equitable and Inclusive Southwest Neighborhood***  
**Ensure that Southwest remains an exemplary model of equity and inclusion for all races, ages, abilities, income levels and enhances wellbeing for all residents. Support and encourage affordable and equitable access to housing with a range of housing types to support families, seniors, singles, people with disabilities and artists. Encourage more inclusive options for transit and more accessible public realm design.**
- NEW** ***Policy AW-2.5.5: Southwest Historic Preservation***  
**Support and promote Southwest’s unique legacy of Modernist mid-20th century architecture, landscape architecture and urban design. Continue the community-led process to garner support for preserving Modernist properties through a variety of ways such as individual landmarks.**
- NEW** ***Policy AW-2.5.6 Southwest Greenspaces and Parks***  
**Strike a balance between nature and the built environment and retain the green character of Southwest as it continues to grow. Encourage additional capital investments, resilient design enhancements and outstanding programming at Southwest parks: Lansburgh, Randall, King Greenleaf, Southwest Duck Pond and Library Park. The needs of both school age children and seniors aging in place should be considered in future design for all parks, green spaces and recreational programming. Parks and green spaces should be beautiful and functional while contributing to stormwater management and flood mitigation.**
- NEW** ***Policy AW-2.5.7: Southwest Sustainability and Resilience***  
**Encourage the adoption of sustainability measures to support outstanding environmental performance, energy efficiency, stormwater management and healthy living. New developments in Southwest that are vulnerable to flooding and future sea level rise should incorporate flood protection in their building and site designs.**
- NEW** ***Policy AW-2.5.8: Southwest Arts and Culture***

Draft Amendments

**Grow and support Southwest as a premier arts and cultural destination, leveraging existing institutions such as Arena Stage and the Anthem concert venue to attract new creative uses in both temporary and permanent locations and to reinforce I Street SW as a cultural corridor.**

**NEW**

***Policy AW 2.5.9: Southwest District Parcels***

**Redevelop outdated public facilities and underused publicly-owned land for development that delivers high quality design and community benefits. These District properties include key sites adjacent to M Street and Half Street SW and are the current locations of the Department of Motor Vehicles (DMV) Fire and Emergency Medical Services (FEMS) and the Metropolitan Police Department (MPD). Future developments at these sites should consider public-private opportunities for joint development as well as co-location of District government uses. Land use changes recommended in the Small Area Plan should be achieved through the Planned Unit Development process and conform to the Design Guidelines, affordable housing goals, and broader recommendations of the Small Area Plan.**

**NEW**

***Policy AW- 2.5.10: Southwest Multimodal Transportation Options***

**Support an active and growing Southwest community by accommodating multiple transportation modes, increasing mobility and safety within the community and providing ease of access to adjacent neighborhoods and the waterfront. Improve pedestrian and bike crossings through enhanced signage and redesigned crosswalks. Continue to expand and link bicycle routes. Where feasible (as detailed in the Small Area Plan), reinstate lost connections of the L'Enfant Plan.**

**NEW**

***Policy AW-2.5.11: Affordable and Family-sized Housing in Southwest***

**Promote a mix of affordable and market-rate residential units that better serve community needs in Southwest. Prioritize the creation of a greater number of affordable units than the Inclusionary Zoning requirement and/or more family-sized units as part of a community benefits agreement for any Planned Unit Developments and by targets on District controlled sites that exceed overarching affordable housing requirements.**

**NEW**

***Action AW-2.5.A: Greenleaf Planned Unit Development***

**Support the redevelopment of DC Housing Authority-controlled Greenleaf public housing parcels consistent with the increased density of Future Land Use Map designations as outlined in the Southwest Neighborhood Plan if development is achieved through a Planned Unit Development which meets the following criteria:**

**a. conforms to the design guidelines for each parcel as outlined in the Small Area Plan;**

**b. provides replacement housing for all the existing affordable units within the project or the immediate Southwest Neighborhood**

**c. encourages a mixed-income community through the inclusion of market rate units and to the extent practicable, workforce housing;**

**d. and achieves a significant level of green design in terms of both site and building design to contribute to healthy living and improved environmental performance.**

Draft Amendments

**NEW** **Action AW- 2.5.B: Lansburgh Park**  
**Redesign Lansburgh Park to become a safer, more accessible “central park” for the Southwest community. Create a signature design and beautiful park space that serves as a centerpiece for redevelopment of surrounding properties like the Greenleaf complex and the Southwest government cluster. Any future design also should enhance community resilience by helping to address and manage flooding issues.**

**NEW** **Action AW-2.5.C: Storage Facility at Jefferson Middle School Academy**  
**Complete a feasibility study to determine the need for the existing storage facility located adjacent to the Jefferson Middle School Academy. Study the option of removing the storage facility to expand the recreation space or repurposing the building to better serve the community.**

**NEW** **AW-2.6 BUZZARD POINT**

**NEW** **Buzzard Point is located at the confluence of the Potomac and the Anacostia rivers, roughly one mile south of the US Capitol Building. Buzzard Point is bounded by the existing Southwest residential area to the north, the Anacostia River to the south and east, and Fort McNair to the west. Fort McNair, housing the National Defense University, is the oldest use on the Buzzard Point peninsula, with historic buildings dating to the 18th century. Buzzard Point is currently transitioning from primarily heavy industrial sites for much of the 20th century to a new mixed-use neighborhood anchored by the DC United soccer stadium, Audi Field, which opened in 2018. The District’s South Capitol Street Corridor and Frederick Douglass Memorial Bridge Project will better connect the Buzzard Point neighborhood with downtown DC and neighborhoods across the Anacostia River.**

**NEW** **Following the selection of the Buzzard Point site for a new DC United soccer stadium in July 2013, planning for the larger Buzzard Point neighborhood began. This planning effort built upon earlier planning through the Anacostia Waterfront Initiative in 2002, Comprehensive Plan guidance and previously-adopted medium to high density zoning, with the goal of coordinating investments in public infrastructure and private redevelopment. The DC Office of Planning completed the Buzzard Point Vision Framework and Design Review Guide in 2017, with the collaboration and input of multiple stakeholders that included area residents, private property owners, the Capitol Riverfront Business Improvement District, Fort McNair, and the National Park Service.**

**This urban design-driven plan for Buzzard Point provides additional guidance for the transformation of a former industrial area into an environmentally sustainable, mixed-use waterfront neighborhood that leverages its location as a regional destination for spectator sports along the Anacostia River. The Vision Framework articulates a vision of Buzzard Point as a well-designed waterfront neighborhood with dynamic parks and public spaces and a well-connected transportation network. Given Buzzard Point’s location along the waterfront, multiple properties are within the current floodplain, and the area is vulnerable to future flooding from riverine**

Draft Amendments

**flooding, storm surge and sea level rise. Strategies for ensuring resilience against these climate hazards are central to the Vision Framework’s successful implementation and to Buzzard Point’s transformation into a new, vibrant waterfront neighborhood.**

- NEW** ***Policy AW-2.6.1: Buzzard Point Vision Framework***  
**Implement the policies and recommendations of the Buzzard Point Vision Framework and Design Guidance. Utilize the framework to guide public and private investment and evaluate new development.**
- NEW** ***Policy AW-2.6.2: Buzzard Point Development***  
**New residential development in Buzzard Point should be concentrated near the waterfront, between Potomac Avenue and P Street. Commercial, cultural, retail uses should be concentrated around the traffic oval along Half Street, the soccer stadium and the waterfront park and plaza. Support the long-term redevelopment of Buzzard Point with mixed-use medium to high density development.**
- NEW** ***Policy AW-2.6.3: Buzzard Point Design and Architecture***  
**Promote innovative design and architecture for new development in this area and for the creation of a unique urban waterfront. Encourage a water orientation in site planning and design, facilitating public access to the water and marine transportation.**
- NEW** ***Policy AW-2.6.4: Buzzard Point Resilience***  
**Design public and private infrastructure, buildings, streets, and park spaces for climate adaptation and flood risk reduction. Protect the Buzzard Point neighborhood against current and future climate threats through model resilient development.**
- NEW** ***Policy AW-2.6.5: Buzzard Point Public Spaces***  
**Following the guidance of the Buzzard Point Vision Framework, identify and implement a set of interconnected parks and playgrounds designed for a variety of users. Develop Half Street with green features that link to the stadium plaza other park, and the Anacostia River.**
- NEW** ***Policy AW-2.6.6: National Park Service Properties in Buzzard Point***  
**Coordinate with the National Park Service to plan and design their waterfront properties in Buzzard Point, including Buzzard Point Park and the James Creek Marina.**
- NEW** ***Action AW- 2.6.A: Buzzard Point Transportation/Riverwalk Connections***  
**Implement a well-connected street grid for all transportation modes that supports future transit expansion and comfortable walking and biking. Reconnect streets where possible and redesign Second Street as the inland extension of the Anacostia Riverwalk. Complete new sections of the Anacostia Riverwalk as each new development in Buzzard Point is constructed, extending a 75-foot waterfront esplanade. Use aquatic vegetation along the shoreline as part of the Riverwalk**

Draft Amendments

**design to mitigate flooding, soften the river's edge, and clean the water. Initiate a workshop with Ft. McNair to explore extending the Anacostia around the point.**

DRAFT